

FA7014 AFDW A7KI, Andrews AFB, MD.

*Service Type/Location:* Linen Service, Fort Hood; Postwide, Fort Hood, TX.

*NPA:* Goodwill Industries of San Antonio, San Antonio, TX.

*Contracting Activity:* Dept Of The Army, W40M NATL Region Contract OFC, FORT BELVOIR, VA.

*Service Type/Location:* Grounds Maintenance Service, Kelly Air Force Base: Basewide (except Military Family Housing), Kelly AFB, TX.

*NPA:* Training, Rehabilitation, & Development Institute, Inc., San Antonio, TX.

*Contracting Activity:* Dept of the Air Force, FA7014 AFDW A7KI, Andrews AFB, MD.

*Service Type/Location:* Petroleum Support Service, Fort Sam Houston/Camp Bullis, TX.

*NPA:* Goodwill Industries of San Antonio, San Antonio, TX.

*Contracting Activity:* Dept of the Army, W40M NATL Region Contract OFC, FORT BELVOIR, VA.

*Service Type/Location:* Operation of Postal Service Center/BITS Service, Brooks Air Force Base: Base Wide, Brooks AFB, TX.

*NPA:* Goodwill Industries of San Antonio, San Antonio, TX.

*Contracting Activity:* Dept of the Air Force, FA7014 AFDW A7KI, Andrews AFB, MD.

**Barry S. Lineback,**

*Director, Business Operations.*

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**BILLING CODE 6353-01-P**

## DEPARTMENT OF DEFENSE

### Department of the Army

#### Draft Environmental Impact Statement for the Disposition of Hangars 2 and 3, Fort Wainwright, Alaska

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice of availability.

**SUMMARY:** The Department of the Army announces the availability of the Draft Environmental Impact Statement (EIS) for the disposition of two historic hangars at Fort Wainwright (FWA). The Draft EIS analyzes and evaluates the potential environmental impacts associated with proposed disposition options for two historic World War II-era hangars (Hangars 2 and 3) and supporting infrastructure located on the Main Post of FWA. Environmental consequences were evaluated for seven resource areas: Air quality, cultural resources, hazardous materials/hazardous waste, safety, environmental justice and protection of children, sustainability, and transportation. No significant impacts would be anticipated under all resource categories

except cultural, which would experience significant impacts.

The Army considered several reuse alternatives for the hangars. All but one of these reuse alternatives were not compatible with the current or future military mission at FWA. This one reuse exception as an unmanned aerial system maintenance hangar was determined to be prohibitively expensive. As a result, only one action alternative was considered as reasonable and is analyzed in detail in the Draft EIS: Demolition of Hangars 2 and 3 (Alternative 1). The No Action Alternative is also considered and carried through for detailed analysis in the Draft EIS. Under the No Action Alternative, demolition of Hangars 2 and 3 would not occur, the hangars would remain vacant, and they would be maintained at minimal levels. The No Action Alternative provides the environmental baseline conditions for comparing the impacts associated with the other alternative.

**DATES:** The public comment period will end 45 days after publication of the NOA in the **Federal Register** by the U.S. Environmental Protection Agency. The Army will conduct a public meeting for the Draft EIS in Fairbanks, Alaska, with the date and location being announced in the local news media.

**ADDRESSES:** Please send written comments on the Draft EIS to Mr. Matthew Sprau, Directorate of Public Works, Attention: IMFW-PWE (Sprau), 1060 Gaffney Road #4500, Fort Wainwright, Alaska 99703-4500. Email comments should be sent to: [matthew.h.sprau.ctr@mail.mil](mailto:matthew.h.sprau.ctr@mail.mil).

**FOR FURTHER INFORMATION CONTACT:** Ms. Linda Douglass, Public Affairs Office (PAO), IMPC-FWA-PAO (Douglass), 1060 Gaffney Road #5900, Fort Wainwright, Alaska 99703-5900; telephone (907) 353-6701, email: [linda.douglass@us.army.mil](mailto:linda.douglass@us.army.mil).

**SUPPLEMENTARY INFORMATION:** Hangars 2 and 3 are contributing resources to the Ladd Field National Historic Landmark (Ladd Field NHL) as well as the Ladd Air Force Base Cold War Historic District (Cold War Historic District) at Fort Wainwright. The Ladd Field NHL was listed on the National Register of Historic Places in 1984, and the Cold War Historic District was determined to be eligible for the National Register of Historic Places in 2010. Constructed between 1943 and 1944 as semi-permanent structures, these hangars have received varying degrees of operational maintenance over the years, but no large-scale rehabilitation has occurred. To accommodate changing

missions, the Army completed numerous interior modifications, including creating doorways and windows and altering the interior lateral cross-bracing. The lack of rehabilitation, interior modifications, the age of the structures, a fire in Hangar 2, and the harsh Alaskan environment have all contributed to the compromised structural integrity of both buildings. The U.S. Army Garrison Fort Wainwright, Alaska (USAG FWA) has condemned the buildings, and they are no longer used because they present a safety hazard.

This Draft EIS has been prepared in accordance with the National Environmental Policy Act of 1969, as amended (NEPA) (42 U.S.C. 4321 *et seq.*); NEPA-implementing regulations issued by the President's Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500-1508); and the Army's NEPA-implementing regulation (32 CFR 651, Environmental Analysis of Army Actions). The purpose of this Draft EIS is to inform the decision maker, agencies, interested parties, Alaska Native tribes, and the public of possible environmental consequences associated with the reasonable disposition alternatives for Hangars 2 and 3.

The USAG FWA has entered into consultation concerning the proposed disposition of Hangars 2 and 3 as required by Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). The USAG FWA concludes that the disposition would result in historic properties being adversely affected. The disposition of the hangars would adversely affect the hangars as contributing resources and, in so doing, would adversely affect the Ladd Field NHL and Cold War Historic District. The Army is pursuing a Memorandum of Agreement (MOA) with the Alaska State Historic Preservation Office and the Advisory Council on Historic Preservation pursuant to 36 CFR 800.6(2)(c) to mitigate adverse effects.

The Army invites federal, state, and local agencies; organizations; the public; and Alaska Native tribes to submit written comments and to participate in a public meeting where oral and written comments and suggestions will be received concerning the alternatives and analyses addressed in the Draft EIS and to fulfill public involvement under Section 106 of the National Historic Preservation Act. The public meeting will be in Fairbanks, Alaska, with the date and location being announced in the local news media.

Copies of the Draft EIS will be available for review at the Noel Wien

Public Library prior to the public meeting. The Draft EIS may also be reviewed electronically at: [www.wainwright.army.mil/env/NEPA/Current.html](http://www.wainwright.army.mil/env/NEPA/Current.html).

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

[FR Doc. 2013-14726 Filed 6-20-13; 8:45 am]

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## DEPARTMENT OF DEFENSE

**Department of the Army; Corps of Engineers**

### **Intent To Prepare a Draft Supplement to the December 2009 Final Environmental Impact Statement (FEIS) for the Relocation of New River Inlet Ebb Tide Channel and the Placement of the Dredge Material Along 11.1 Miles of Ocean Shoreline of North Topsail Beach in Onslow County, NC**

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The U.S. Army Corps of Engineers (USACE), Wilmington District, Wilmington Regulatory Field Office has received a request for Department of the Army (DA) authorization, pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbor Act, from the Town of North Topsail Beach to modify their original May 27, 2011 DA authorization to relocate the New River Inlet ebb tide channel and to place dredge material along 11.1 miles of oceanfront shoreline in (5) phases over an eight to nine year timeframe. Additionally, the authorization permits up to a maximum of (7) maintenance events within the relocated ebb tide channel, which is equivalent to a maximum of one maintenance event every 4 years until authorization expires on December 31, 2041. The main purpose of the project is to provide short and long-term protection of the Town's infrastructure. The proposed modification request includes the consolidation of Phases II-V into one phase (in a single dredging event), the utilization of a hopper dredge, an increase of beach fill density in the original Phase V footprint, the inclusion of an additional borrow source, and the extension of dredging outside the permitted dredge window.

**DATES:** Written comments will be received until July 22, 2013.

**ADDRESSES:** Copies of comments and questions regarding the Draft Supplement to the FEIS may be

submitted to: U.S. Army Corps of Engineers, Wilmington District, Regulatory Division. ATTN: File Number 205-00344 (ORM #2004-00344), 69 Darlington Avenue, Wilmington, NC 28403.

#### **FOR FURTHER INFORMATION CONTACT:**

Questions about the proposed action and Supplement to the EIS can be directed to Mr. Mickey Sugg, Project Manager, Wilmington Regulatory Field Office, at telephone (910) 251-4811; email [mickey.t.sugg@usace.army.mil](mailto:mickey.t.sugg@usace.army.mil); or regular mail at (see **ADDRESSES**).

#### **SUPPLEMENTARY INFORMATION:**

1. *Proposed Action.* Between November 26, 2012 and February 9, 2013, the Town of North Topsail Beach implemented Phase I of their authorization, which encompassed the relocation of the New River Inlet ebb tide channel by use of a cutter head dredge and the placement of the dredged material along approximately 1.5 miles of the island's northeast end. Upon the completion of Phase I, the Town has reevaluated its financial status and seeks to modify their DA authorization. A key component in the modification request is to combine Phases II-V. This would replace the current multi-nourishment cycle within the remaining 9.6 miles with a one-time nourishment event constructed during a single dredging window. The proposal also requests that dredging be allowed outside the November 16-March 31 dredge window to extend their operation to April 30, and that the dredging operation include the use of hopper dredge plants. The Town seeks to include a new borrow source, DA143, which is an upland disposal island located near the intersection of New River and the Atlantic Intracoastal Waterway. Historically, DA 143 has been used by USACE as a disposal area during maintenance dredging of nearby federal navigation channels. It is estimated that the disposal island contains approximately 1.9 million cubic yards of material, which will be short of the approximate 2.6 million cubic yards needed for the 9.6 miles of ocean front nourishment. With this short fall of beach fill, the remaining material will be dredged from the existing permitted off-shore borrow source. The 2.6 million cubic yards of material includes the Town's modification plans to increase the original fill density of Phase V from 25.2 cubic yards/linear foot to a range of 57-132 cubic yards/linear foot.

2. *Scoping Process.* a. The USACE will reinitiate consultation with the U.S. Fish and Wildlife Service under the Endangered Species Act and the Fish

and Wildlife Coordination Act; with the National Marine Fisheries Service under the Magnuson-Stevens Fishery Conservation and Management Act and the Endangered Species Act; and with the North Carolina State Historic Preservation Office under the National Historic Preservation Act. Additionally, the USACE will coordinate the FEIS Supplement with the North Carolina Division of Water Quality (NCDWQ) to assess the potential water quality impacts pursuant to Section 401 of the Clean Water Act, and with the North Carolina Division of Coastal Management (NCDCM) to determine the projects consistency with the Coastal Zone Management Act. The USACE will closely work with NCDCM and NCDWQ in the development of the Supplement to ensure the process complies with all State Environmental Policy Act (SEPA) requirements. It is the intention of both the USACE and the State of North Carolina to consolidate the NEPA and SEPA processes thereby eliminating duplication.

b. A 45-day public review period will be provided for all interested parties, individuals, and agencies to review and comment on the Draft Supplement to the FEIS when released.

3. *Availability of the Supplement to the EIS.* The Draft Supplement is expected to be published and circulated the summer of 2013.

Dated: June 12, 2013.

**Scott McLendon,**

*Chief, Regulatory Division.*

[FR Doc. 2013-14725 Filed 6-20-13; 8:45 am]

BILLING CODE 3720-58-P

## DEPARTMENT OF EDUCATION

[Docket No.: ED-2013-ICCD-0082]

### **Agency Information Collection Activities; Comment Request; Elementary and Secondary Improvement Formula Grants**

**AGENCY:** Office of Elementary and Secondary Education (OESE), Department of Education (ED).

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing an extension of an existing information collection.

**DATES:** Interested persons are invited to submit comments on or before August 20, 2013.

**ADDRESSES:** Comments submitted in response to this notice should be submitted electronically through the